LOCKHEED AIRCRAFT CORPORATION	ENGINEERING STUDY ☐ CHANGE PROPOSAL ☒	LAC - 200
DATE 10 October 1964	AFFECTS: WSPO ☐	PROJECT ☒
NAME OF MAJOR COMPONENT	PART OR LOWEST SUBASSEMBLY	PART NO. & MODEL OR TYPE

TITLE OF PROPOSAL: INSTALLATION AND TEST OF SYSTEM 15A 13A

NATURE OF PROPOSAL:

See Page 2

REASON FOR PROPOSAL:

See Page 3

ES ESTIMATED COST AND TIME INVOLVED:
ADDITIONAL FUNDING REQUIRED:

CP ESTIMATED COST FOR KITS OR PARTS: See Page 4
ADDITIONAL FUNDING REQUIRED: None (SP-1923)

ITEMS AFFECTED BY PROPOSAL:

SAFETY	MISSION EFFECTIVENESS	PERFORMANCE	OPERATING PROCEDURE	INTERCHANGEABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTENANCE PROCEDURE	SERVICE LIFE	FLIGHT MANUAL	MAINTENANCE MANUAL
☐	☒	☒	☒	☒	☒	☐	☒	☐	☒	☒

EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD Accomplished at factory

SOURCE OF PARTS FOR KIT	AVAILABILITY - WEEKS AFTER APPROVAL (See Page 4)
LAC & GFAE	

DISPOSITION OF SPARES AFFECTED

INITIATED BY:	APPROVED:
Project	PROJ

25X1

NATURE OF PROPOSAL:

A. Modify aircraft to install System 15A transceiver (GFE) and antennas (GFE) in the vicinity of the tail wheel dog house as follows:

1. Provide a pressurized container for mounting the transceiver just forward of the tail gear dog house. Approximate size of transceiver 8.00 in. high, 12.00 in. wide, 24.00 in. long - weight 100 lbs. Install an access door in R.H. side of fuselage to provide access to the equipment.

2. Provide a cooling system to maintain the transceiver within the temperature/altitude limits established by the system manufacturer. Heat dissipation of the transceiver is not to exceed 850 watts average. (Transmit 900 watts, receive 800 watts, standby 700 watts)

3. Install a receiving antenna forward of the ventral antenna. Install a transmitting antenna aft of the tail gear dog house, existing System 15 antennas to be used. Co-ax transmission lines will be installed.

4. Install a dummy load (GFE) and a co-axial relay adjacent to the pressure box to permit "self test" of the equipment during flight.

5. Existing System 15 control panel is to be installed in cockpit. This panel will be modified to add a "TEST" switch and a "GO" light, if required.

6. Power for the system will be supplied from the ship's AC generator (1000 watts total, 3-phase, 115/200 volts, 320-440 cps, WYE) and DC generator (28 volts DC, 10 watts). Circuit breakers will be installed in the Q-Bay.

7. There will be no provisions for installation of a destructor system.

8. The complete installation will be similar to the 618T-3 installation in the WSPO aircraft with regard to aircraft structural modifications required, such as, fuselage access door, pressure box, and miscellaneous hardware.

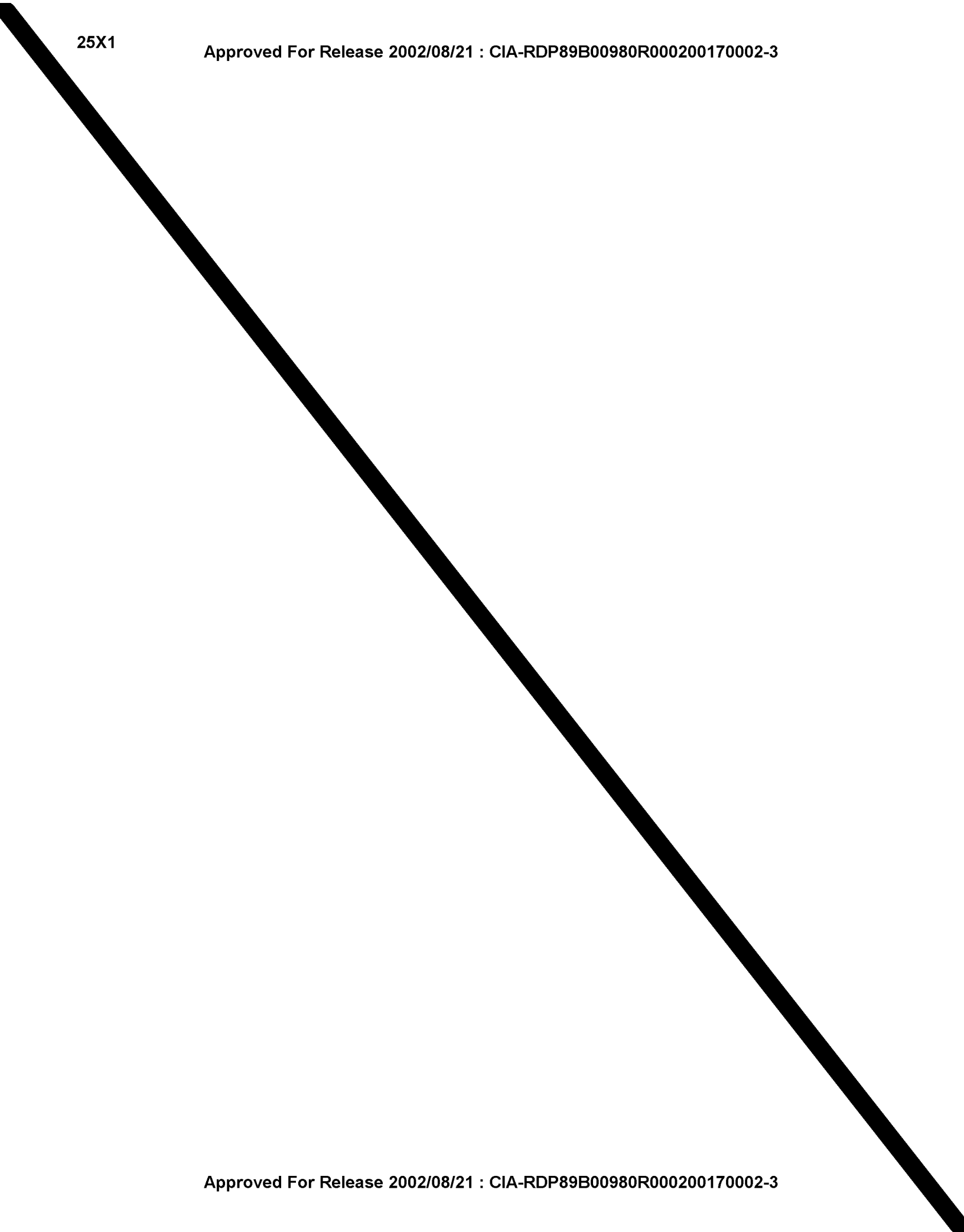
B. Perform the necessary flight test to determine the adequacy of the cooling installation. System to be tested for thermal characteristics only. No flight tests will be performed to determine proper performance of System 15A. The equipment manufacturer will supply all test equipment and personnel to perform all necessary ground tests. Microwave absorption material will be supplied by the System 15B manufacturer and installed by LAC if tests prove that this installation is required for satisfactory antenna isolation. After completion of the above tests, the instrumentation will be removed and the aircraft will be delivered to the Customer for performance evaluation of System 15A. The contractor will provide technical assistance as required.

REASON FOR PROPOSAL:

To provide a system capable of the performance of System 13 without the undesirable features of System 15 such as weight, effect on aircraft performance, and limited availability.

WEIGHT AND BALANCE:

The total installation, including the system equipment, will weigh approximately 135 lbs. This installation would result in the elimination of about 60 lbs. of tail ballast.



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